

**Amendments to the Drawings:**

Please cancel FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c, added by Applicants' amendment filed May 17, 2007.

The attached six sheets of drawings include amended FIGS. 1b, 2b, 3b, 4, and 5b, and new FIGS. 5c and 5d. In amended FIG. 1b, the plurality of "assembly units" and the "conveying mechanism for overhead conveyance of a motor vehicle" have been designated with reference numerals 20 and 3, respectively. In amended FIGS. 2b and 3b, the "conveying mechanism for overhead conveyance of a motor vehicle" has been designated with the reference numeral 3. In amended FIG. 4, the "assembly hall" has been shown and designated with the reference numeral 22, additional stations have been shown and designated with the reference numeral 10, and the assembly station 20 shown in FIG. 1b has also been shown. Amended FIG. 5b shows wheel hub 15 and designates the load unit with reference numeral 10 in accordance with the embodiment described in claim 8. In new FIGS. 5c and 5d, the embodiments described in claims 7 and 6, respectively, have been shown, with reference numeral 16 representing a wheel hub and reference numeral 17 representing a tire. The replacement sheets depicting FIG. 1b, 2b, 3b, 3c, 4, 5a and 5b replace the sheets currently on file depicting FIGS. 1b, 2b,

3b, 3c, 4, 5a and 5b. New FIGS. 5c and 5d show features previously recited in claim 7 and 6.

Attachment: 5 Replacement Sheets; and

1 New Sheet

**REMARKS/ARGUMENTS**

The claims are 5-8, 10, and 15.

Claims 5 and 15 have been amended to better define the invention. Claims 2-4, 9, 12 and 14 have been canceled. In addition, claims 5 and 10 have been amended to depend on claim 15.

FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c added by Applicants' Amendment filed May 17, 2007 and the corresponding amendments to the specification have been canceled. FIG. 1b has been amended to designate the plurality of "assembly units" as recited in claim 15 with the reference numerals 20 and 3, respectively. FIGS. 2b and 3b have been amended to designate the "conveying mechanism for overhead conveyance of a motor vehicle" with the reference numeral 3. FIG. 4 has been amended to show the "assembly hall" which has been designated with the reference numeral 22. In addition, additional stations have been shown and designated with the reference numeral 10, and the assembly station 20 shown in FIG. 1b has also been shown in amended FIG. 4. FIG. 5b has been amended and to show wheel hub 15 and to designate the load unit with the reference numeral 10 in accordance with the embodiment

described in claim 8. New FIGS. 5c and 5d have been added, similar to FIGS. 5a and 5b, to show the embodiments described in claim 7 and claim 6 respectively, with reference numeral 16 representing a wheel rim and reference numeral 17 representing a tire. The specification has been amended in view of the amended FIGS. 1b, 2b, 3b, 4, and 5b, and new FIGS. 5c and 5d.

Support may be found, inter alia, at pages 4 and 5, the original claims and drawings. Reconsideration is expressly requested.

In the final Office Action prior to the accompanying Request for Continued Examination, the Examiner refused to enter new FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c and the accompanying description in the disclosure added in Applicants' Amendment filed May 17, 2007 because in the Examiner's view such additional figures and description contained too much detail, and therefore constituted new matter unsupported by the original disclosure as filed. In the Examiner's view, only block diagrams or very simple schematics would be accepted without constituting new matter.

In response, Applicants filed an Amendment after final on December 14, 2007, which sought to cancel FIGS. 7, 8a, 8b, 9, 10, 11a, 11b, 12a, 12b, 13a, 13b, 13c, 14a, 14b, and 14c, and the accompanying description in the disclosure added in Applicants' May 17, 2007 Amendment to obviate the Examiner's objection on that basis.

In addition, in the final Office Action prior to the accompanying Request for Continued Examination, the drawings were also objected to under 37 CFR 1.83(a) as failing to show the following features recited in the claims.

Claims 14 and 15: The plurality of "assembly units";  
Claim 2: The "coupling means" and the "supply lines";  
Claim 4: The "final assembly section";  
Claim 6-8: Each of the different embodiments wherein the motor- driven elements act on the "tires", the "wheel rims", and on the "wheel hubs";  
Claim 9: The "means for automatically performing acceleration and braking

operations";

Claim 15: The "assembly hall" and the "conveying mechanism for overhead conveyance of the motor vehicle following assembly out of an assembly hall";

Claim 12: The "rework station"; and

Claim 14: The "vehicle test rig in which the motor vehicle is suspended".

Again, in response, Applicants' Amendment after final filed December 14, 2007 sought to cancel claims 2, 4, 9, 12 and 14 to obviate the Examiner's objection to the drawings with respect to these claims. With respect to the remaining claims, Applicants' December 14, 2007 Amendment sought to amend FIGS. 1b, 2b, 3b and 4 to show the "assembly units", the "assembly hall" and the "conveying mechanism" as recited in claim 15, sought to amend FIG. 5b to show the "wheel hub" recited in claim 8, and sought to add new FIGS. 5c and 5d depicting the embodiment described in claims 7 and 6, respectively, with 16 representing a wheel rim and 17 representing a tire. The December 14, 2007 Amendment also sought to amend the specification in view of the new and amended drawing figures.

Applicants' December 14, 2007 Amendment was not entered because although the Examiner approved the proposed FIGS. 2b, 3b, 3c and 5a-5d, the Examiner indicated that the proposed FIGS. 1b and 4 were said to contain new matter.

In response, Applicants resubmits the amendments to the drawings previously made and to the specification with a new proposed amended FIG. 4, and respectfully traverses the Examiner's position that FIGS. 1b and 4 contain new matter for the following reasons:

FIG. 4 as originally filed shows a part of the production process of automobiles, which is the part of the so-called "marriage" where the carriage of the automobile is connected with the chassis of the car. The chassis includes the axles, the gearbox and the motor. The carriage comes from the line of the upper end of FIG. 4.

FIG. 4 shows a loop. Carriers for the chassis for the car are conveyed in that loop. In the middle of the left part of the loop, it can be seen that the empty carriers (coming from the

bottom side in the left part of the loop) are taken away, and carriers, which support a chassis, are led in the line and transported to the upper end of the left side of the loop. At the upper end, the carriers with the chassis are brought under the carriages of the cars. The carriages are led down so that the chassis and the carriages are brought together. At the next stations in the line, the carriages and the chassis are mounted together. The empty carrier of the chassis is led out from the production process in the loop. The carriage with the mounted chassis of the car is transported along the line downwards.

In FIG. 4 of the Application as original filed, there is no station where any device is mounted or where any test is done, which could be seen from the description of the application. The disclosure explains that the motor-driven device is connected with the tire, tire-rim or wheel hub of the car, which means that the wheel must be mounted. Therefore, this testing station must be positioned behind the stations of the "marriage" of the chassis with the carriage of the car, which is explained for example in the sixth full paragraph on page 4 of the disclosure as originally filed.

It is respectfully submitted that one skilled in the art upon reading the disclosure would fully appreciate the location of this testing station as depicted in amended FIG. 4, and therefore Applicants have amended FIG. 4 to show this station.

The specification as originally filed explains that the test rigs have motor driven devices acting on the tires, the wheel rims or the wheel hubs (see for example, the paragraph bridging pages 4-5 of the original disclosure). Therefore, it is respectfully submitted that it would be clear to one skilled in the art that this test rig must be positioned at a place where the chassis is mounted. Therefore, one of the stations added in Applicants' amended FIG. 4 must be the test rig which has been designated in amended FIG. 4 with reference numeral "10". In amended FIG. 4, the reference numeral 10 designates the motor driven devices of the test rig.

As is apparent to one skilled in the art upon reading the specification, after the test there is another assembly station where for example, the wheels can be mounted if the motor-driven devices have acted on the wheel hubs.

Furthermore, the disclosure as originally filed explains that the cars are transported outside the hall with the conveying devices. Therefore, Applicants have designated this hall in amended FIG. 4 with reference numeral 22. There is an opening in the wall so that the completely built cars can be conveyed out of the hall as is described for example, at the eighth full paragraph at page 5 of the disclosure as originally filed.

If the result of the function test is not good, the car will not be transported outside the hall, but rather will be separated and brought to another station where re-work will be done. Although not depicted in amended FIG. 4, it is respectfully submitted that one skilled in the art would appreciate that if it were necessary to separate the car and bring it to another station where re-work was to be done, the car would have to be led sideways from the last assembly station so that the car would not be brought outside the hall.

Additionally, it is respectfully submitted that with respect to amended FIG. 1b, which shows a part of the assembly line represented in FIG. 4 and is intended to show a side view of the overhead conveying means, the conveying means supports only the carriage of the car but not the completed car after the

"marriage". Therefore, this station, which in amended FIG. 1b is designated with the reference numeral 20, is only the on assembly station at the upper end of FIG. 4 before the marriage of the carriage with the chassis at the following stations, which it is respectfully submitted would be apparent to one skilled in the art upon reading the specification, claims and drawings as originally filed.

In view of the foregoing, it is respectfully submitted that the foregoing amendments overcomes the Examiner's objection to the drawings under 37 CFR 1.83(a) without adding new matter, and Applicants respectfully request that the objections on that basis be withdrawn.

In the final Office Action prior to the accompanying Request for Continued Examination the specification was also objected to as adding reference to element "21" to refer to an overhead conveyance system.

In response, Applicants' December 14, 2007 Amendment After Final sought to amend the specification to change the reference numeral 21 to the reference numeral --3-- as was previously used to designate the conveying mechanisms. This amendment has again

been made herein, and Applicants respectfully request that the Examiner's objection to the specification on this basis be withdrawn.

In the final Office Action prior to the accompanying Request for Continued Examination, claims 2-10, 12, and 14-15 were rejected under 35 U.S.C. §112, first paragraph, as failing to comply with the written description requirement. With respect to claims 14 and 15, the Examiner objected to the term "a plurality of conveying mechanisms for assembling a motor vehicle", because in the Examiner's view, the Specification does not teach that any of the conveying mechanisms 3 are used to perform any "assembly" operations of the vehicle. With respect to claims 5-8, the Examiner stated that the Specification, as originally filed, does not support or explicitly teach that an ABS test rig is an "anti-lock brake system" test rig because in the Examiner's view, ABS could be referring to acrylonitrile butadiene styrene, commonly known as ABS plastic.

In response, Applicants' December 14, 2007 Amendment sought to cancel claims 2-4, 9, 12 and 14, to amend claim 15 to delete the phrase "for assembling a motor vehicle" and to amend claim 5 to delete reference to an anti-lock breaking system. In the

January 22, 2008 Advisory Action, the Examiner indicated that this Amendment would overcome the new matter rejection based on the issue described in the paragraph on page 7 of the final rejection mailed August 6, 2007 beginning "Re new claims 14 and 15..." as well as any new matter rejection based on the issue described on page 7 of the final rejection and the paragraph on page 7 beginning "Re claims 5-8..." Accordingly, Applicants herein have again canceled claims 2-4, 9, 12 and 14, amended claim 15 to delete the phrase "for assembling a motor vehicle" and have amended claim 5 to delete reference to an anti-lock braking system.

In the final Office Action prior to the accompanying Request for Continued Examination, claims 3 and 5-8 were rejected under 35 U.S.C. §112, second paragraph, as being indefinite, because of the absence of the word "each" after "mechanisms" in line 2 of claim 3. In response, Applicants' December 14, 2007 Amendment After Final sought to cancel claim 3, and in the Advisory Action mailed January 22, 2008, the Examiner indicated that the cancellation of claim 3 overcame this rejection. Accordingly, Applicants herein have again canceled claim 3 to obviate the Examiner's rejection on this basis.

In the final Office Action prior to the accompanying Request for Continued Examination, claims 14, 2-10 and 12 were rejected under 35 U.S.C. §103(a) as being unpatentable over *EP 1059222 A2* in view of what the Examiner has called "Applicants' admitted prior art" (AAPA). The Examiner also indicated, however, that claim 15 contained allowable subject matter and would be allowed if rewritten to overcome the rejection under 35 U.S.C. 112, first paragraph, as set forth in the August 6, 2007 Office Action.

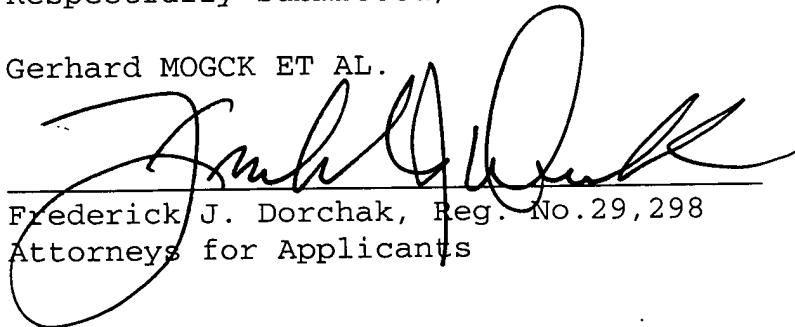
In response, Applicants' December 14, 2007 Amendment sought to amend claim 15 to better define the invention, to amend claims 5 and 10 to depend on claim 15, and to cancel claims 2-4, 9, 12 and 14. These amendments have again been made herein, and it is again respectfully submitted that claim 15 as amended, together with claims 5-8 and 10, which depend directly or indirectly thereon, are now in condition for allowance.

In summary, claims 2-4, 9, 12 and 14 have been canceled, and claims 5, 10 and 15 have been amended. The specification has been amended, along with FIGS. 1b, 2b, 3b, 4 and 5b, and new FIGS. 5c and 5d have been added. In view of the foregoing,

it is respectfully requested that the claims be allowed and that this application be passed to issue.

Respectfully submitted,

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Enclosure: Copy of Petition - 3 month extension of time  
Appendix - 5 replacement sheets;  
and 1 new sheet of drawings

EXPRESS MAIL NO. EM 184 377 499 US

Date of Deposit: February 5, 2008

I hereby certify that this paper or fee is being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service under 37 CFR 1.10, on the date indicated above, and is addressed to Commissioner of Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

  
Amy Klein

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# APPENDIX